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WINTER 1972

The Sailorman

A periodical Journal published by *The Polynesian Catamaran Association*

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EDITORIAL

Everyone involved in the production of the May 1972 edition of "The Sailorman" can be pleased that it has resulted in many congratulatory letters. The high standard reached by each succeeding issue is a challenge to any new editor. As the latest in line, I hope you will be satisfied that the standard has been maintained. I hope to hold down the post of editor for a year or two so that the editorial policy and layout can reach an agreed form.

Without the money coming in from a fairly large and expanding membership it is not easy to implement a satisfactory editorial policy. Your committee envisage "The Sailorman"-developing into a well presented, informative and interesting builders and owners journal. James Wharram has mentioned more than once that Polynesian Catamaraners tend to be a special breed. "The Sailorman" will try to reflect that individuality. Adventuring on the high seas (where are the low seas- in Holland?) calls for more than the availability of an inexpensive (comparatively so), seaworthy craft. It calls for seamanship, knowledge of how to exist on a cheap though nutritious diet, and how to take care of your health. We will be including articles on all these aspects in "The Sailorman".

W hilst the initial editorial policy has been outlined by your committee, its final form will develop from the views and needs of the membership as a whole. This will only happen, however, if individually you write letting us know what you expect and provide some of the material to fill each edition. Do not worry about whether your English is eccentric, your Editor will help edit articles. What about some pen and ink sketches? These are needed for the cover and for illustrating articles. When you send us articles could you include a brief outline of your career - this adds interest to the subject.

Copies of "The Sailorman" are sent to various Editors of the main yachting magazines in the U.K. and overseas. It is open to them to negotiate with the author of any article which interests them for reprinting in their own magazine. "The Sailorman" holds no copy rights except on the editorial material.

Good luck with your building and sailing in 1973.

David Lewis Editor.

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JIM'S COLUMN

Officially, another "sailing year" is over, though as I write this the sun is shining outside the office windows and the "drawing department" of Polynesian Catamarans has commandeered a HINEMOA and disappeared over the blue sea! No wonder it takes so much time to get work out of the drawing office.

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It is getting increasingly more difficult to remain tied to "the office". None of us here are office-type people. People and letters arrive at The Longhouse, from all over the world, describing their sailing experiences on one or other Polynesian Catamaran.

Peter Sheard of the TANE NUI came bounding into The Longhouse in July, with a rich Caribbean tan and a big self-satisfied smile. He crossed the Atlantic from the Canaries to Barbados in 20 days. I shall not give details of the stories he told. It's for him personally to tell. I'll just say that he unsettled all of us.

He deserved his success and happiness. He made a first class job of building TANE NUI. Completed, she cost £500, (it would be more now due to rise in prices). As a result the boat sailed well, looked good, and on reaching Grenada, Peter has offered £1000 for her. So, he sold her, flew back to Britain, and is now saving for a NARAI.

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Tim Short, of the TANGAROA SILURA, (whose write-up was printed in the May 1972 issue of "The Sailorman") is on his way across the Atlantic from the Canaries to the West Indies. From the Canaries he wrote:-

> "our route has been Pontevedoa, Cascais, Lisbon, Sesinbra, Porto Santo, Madeira, La Palmas, Ganeoa, (Los Abrigro, Santa Cruz, Tenerife). Rather a lot of stops, but it seems a pity not to see as many ports as one can....."
>
> "Our only fright was off Portugal in a blow, (45 knots). We were under bare poles doing 3-4 knots when we picked up a very big wave and surfed for about 200 yards at something over 20 knots with white water above the decks all the time..."

His best run so far was 480 miles in 3 days. 160 miles a day is a nice average.

Blue water cruising demands a well-built boat, careful sailing, common-sense, (luck too), but with these commodities it is one of the most enjoyable and easy ways of living/sailing.

This summer, I made two sail/instruction charters on TEHINI and did what I have never done around the British coast. I "pottered" and found it really pleasurable. Breakfast at 8-9am, up anchor at 9.30am sail 20 to 30 miles and down anchor at 4.30 - 5.30pm, followed by a good meal and a look at the other yachts arriving, or go ashore.

I never got tired, avoided sails that involved worry, and just took it easy. If the wind dropped, we sunbathed or swam. We started the engine when necessary to be at anchor in time for the evening meal. If the above disturbs some purists, I am sorry, but boats are to be enjoyed. To belabour the point, many new-comers to Polynesian Catamarans, (and sailing in general), would get

JIM'S COLUMN contd.

more out of their ships and keep their families happy if, to begin with, they made modest cruises.

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I also went racing this summer, as crew on a 30ft. Aristocat, a£6,000 deck cabin catamaran job, in the 340 mile Crystal Trophy Race. I enjoyed that trip too, in spite of being horribly seasick for the first two days. Some of our Polynesian Catamaran designs appear to pitch more than other catamaran designs. Perhaps they do, but the motion is gentle. The over hangs slow the boat down gradually. The craft I was aboard "stopped dead", but my stomach kept going. In fact, only the skipper and navigator were not sick. Being crew on somebody else's boat is fine - no worries - do what you are told - call the Captain at the slightest worry. In spite of arriving in Plymouth last in the fleet, I learnt and concluded a great deal.

Races are won in light to moderate winds when with a big light headsail you can eat your way to windward on the headsail alone. It does have to be a good, well-cut sail, and correctly sheeted. Downwind you need either a spinnaker or twin genoas or even, though no one has tried it yet, a square sail. You need a good navigator to "work the tides" and knowledge of the precise amount of load to carry. The boat must not carry dead weight, but on the other hand, not slither over the surface of the sea. With this background I think any of our designs could do well in the Crystal Trophy Race. Next year, I hope a TEHINI and a TANE are entered.

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Pat Wentworth Boyd in his newly published book, "Catamarans in Close-Up", writes:-

"James has designed some of his boats to be racers rather than cruisers and given them very narrow racing hulls. I feel though that it is the skippers and owners who are against them rather than the boats themselves. To win races one needs to be rich, one needs to be tough and ruthless and one has to take risks. That sort of person does not fit the Polynesian Catamaran builder or owner at all, and I think that he is all the nicer for it."

Well, I disagree with Pat Boyd. I think even the ocean cruising TANGAROA, Sloop or Bermudian Ketch rigged would be hard opponents to the Aristocat, Snowgoose, and other cruiser/racer catamarans of their length, sailed in the way Tim Short and Captain Rates have been sailing their craft.

TANE's RAKA,s ARIKI's and TEHINI's are potential winners. Pat Wentworth Boyd writes elsewhere in his book that his "Iroquois" just could not get near TEHINI when we accidentally met on the South coast.

Peter Sheard's Junk rigged heavily laden TANE was very nearly as fast as TEHINI sailing in Milford Haven. A well rigged TANE with a good headsail for light winds should give the famous offshore racer, "Iroquois", a very hard struggle. Nor need it be expensive, (though it is expensive when you start experimenting with sails and fittings to achieve maximum speed with a boat the size of TEHINI).

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"Tough and ruthless skippers"? As an overall group I have aleays felt that the Polynesian Catamaran skippers were one of the toughest groups of men one is likely to come across nowadays outside the Special Service groups. Certainly, from the front seat of the P.C.A. Annual General Meeting, they look terrifically rugged to me.

JIM'S COLUMN contd page 3.

In his interesting book Pat Boyd echoes the now generally accepted opinion that Polynesian Catamarans are tough, rugged, ocean cruising boats. Boats that can be self-built at a very economical price.

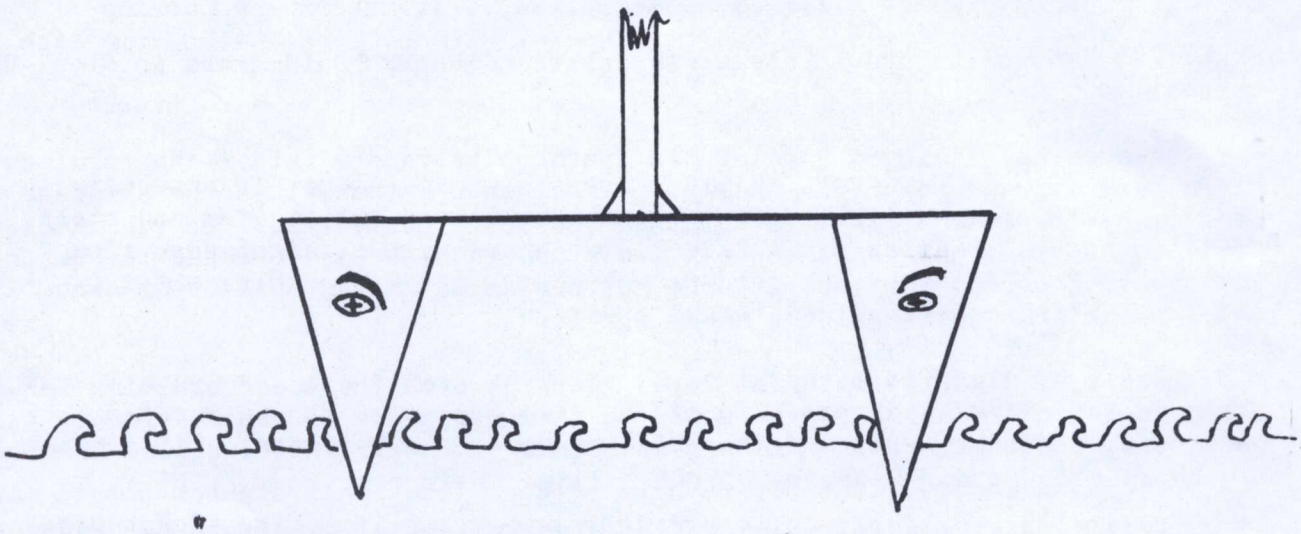
What sticks in the throat of many people, because it will upset so many design ideas and design pundit's reputations, is that these sturdy, sea-going economical boats could also be some of the fatest multihull designs in the world.

If we can demonstrate this, then we crack the rigid attitude which has slowed down multihull development and make offshore racing a sport for "Mr. Everyman" and not just for the relatively few who can afford £8,000 to £20,000.

++++++++++++++++++++

James Wharram.

The Longhouse,
Milford Docks,
Milford Haven.



"My Psycho-analyst tells me I enjoy a split personality"

WANTS TO SELL HIS TEHINI (Completed, but was damaged)

Capt. Gregers A Berg,
M/S Bajos Trigon,
Ibertrans Ltd,
44 Leadenhall Street,
London E.C.3.

The boat and gear is in a boatbuilders yard at:-

Mosede Badebyggeri,
Mosede Havn,
Greve Strand,
Sjaelland, DENMARK

BUILDING SEQUENCE - from James Wharram

1. Draw out full scale Lines drawing on piece of hardboard or ply.
2. Cut out and assemble ply backbone and bulkheads.
3. Frame backbone and bulkheads and fix stem and stern backbone.
4. Set up, plumb and square, backbone and bulkheads.
5. Inner keel glued and screwed, (or nailed), on assembled backbone and bulkheads.
6. Inner stem and stern-posts glued and screwed, (or nailed) to stem and stern backbone.
7. Mark out stringer position on bulkheads; fix sheerstringers on either side of the hull, then nail and glue packing pieces to bulkheads, bottom of packing pieces resting on sheerstringer, (make a good fit), top of packing pieces to the marked underside to the next stringer. Press next stringer on top of packing pieces, screw, (or nail) to bulkheads, fix next packing pieces, next stringers etc.,

NOTES:

1. Stem and Stern Post Construction

The Lines Drawing gives the measurements of the outer face of inner stem and stern posts at deck level, and at keel. However, the actual stem and stern post must have $\frac{7}{8}$", (2.1cm), less on each side to allow for building up of stringers and packing pieces to finished sizes at deck level and keel. Also, raw stem and stern post must be wider to allow for bevel due to hull curvature. The bevel is obtained from your full size Lines Drawing.

2. Depending on 'whip' in the stringers, it may be necessary to plane a little off the inner keel and foot of stem and stern post to allow ply to lie flat. Check with straight edge from heel of stem and stern post held vertically touching sheer stringer, (see additional Sheet 2).

8. Clean up with plane and straight edge, in particular bevel inner keel in line with stringers. To avoid flat between bulkheads 2 and 3 wedge out the centre of the hull with a temporary frame.
9. Plank with ply. Cut ply to size so that ply joints are behind stringers. Hold ply on to stringers and mark - from the inside, the areas to be glued - from the outside, the line where the nails should go. Apply glue and hardener and fix ply. If nailing, have someone "dollying up" from the inside of the hull with either a flat iron or hammer, to get a tighter fit. (Without someone bearing up on the inside of the hull, there is a tendency for the ply and stringers to spring and not tighten up).
10. Outer keel planks glued and screwed, (or nailed), to inner keel planks, making certain that joints are staggered. Skeg, fully laminated, is fixed between outer keel planks, glued and skew-nailed, (slant-nailed).
11. Sheath hull. This could be done later, but it is far easier to do when hull is upside-down.
12. Roll over hull.
13. Fix inner stiffeners, buttblocks, (if not done already), and furniture. Cuprinol, (Clear, water repellent), and paint inside of hull.
14. Double sheer stringer, (where shown), and add strengthening pieces for

contd.... BUILDING SEQUENCE - from James Wharram

beam bolts.

15. Notch out bulkheads and fix deck stringers.

16. Glue and screw, (or nail) deck beams under deck stringers and packing pieces on deck beams between deck stringers to make laminated deck beam flush for deck ply.

17. Carefully plane gunwhales and ply fore and aft decks.

18. Fix outer stem and stern posts planing to a fine rounded curve at the waterline fairing into the plywood, flatter at deck level, but still rounded into plywood.

19. Fix cabin and hatches.
Warning

When the hulls are decked make certain that ventilation is adequate, not only to preserve the wood, but also because of suffocation danger when living or working in a completely enclosed space, especially when stoves or lamps are burning. As well as ventilators in the main and sleeping cabins, holes can be bored at the TOP of the end bulkheads to let the air flow right through. (These holes can be plugged with corks if necessary).

20. Fix beam mountings. The flexible beam mountings are one of the most important features of the larger designs. The strenthening pieces glued to the gunwhales should be of good timber and well fastened and the angle pieces should be as per plan - NO BENT STEEL ! The rubber mountings should be no smaller than as shown on the plans. After final assembly, tighten bolts well and equally so that the strain of the hulls is the same on all bolts. Flexibility when afloat should be so that it takes jumping with both feet together on the extreme bow to show flexing movement.

21. The main connecting beams should be of good timber and laminated, with ply all round, (See extra Beam Sheet).

22. Before fixing the bulwarks, temporarily fix batten to a position underneath the bulwark so that an even and pleasing curve of the bulwark is obtained.

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Letter from Gerrards Cross, Bucks,

I read with real enjoyment and great interest Jim Wharram's article "Building Instructions" in the May 1972 issue of "Sailorman". It seemed to give a superbly succinct description of the problems and ways of solving them encountered in amateur polycat (and more generally boat building).

I am a non-building member of the Polycat Assn., but some day I hope to have a go. When I do, it will be articles like that one which will be of the greatest help. More please! (Possibly dealing with some specific points - history of boat-building, theories of construction - stress distribution predictions- more details of particular structural problems of polycats and how they relate to sailing characteristics.....?)

Stephen P. Castell.

OUTRIGGER CANOE LIFE-SAVER
HERE IS AN INTERESTING IDEA
FROM P. GREEN

Peter writes...." The average cruising yacht carries a life raft and/or a dinghy. The dinghy would be of little use in rough weather but the value of a life raft in an emergency is well proven. It does, however, have one drawback, namely, that it cannot be navigated, you can only sit back and wait for rescue. This is quite satisfactory when on a relatively short trip since ones E.T.A. will soon pass and a search will be instigated.

If however, one capsized or sunk half way across the Atlantic, or any other real ocean, this drawback might become fatal. What the long distance cruising man needs is a small, light, unsinkable, stable boat with a reasonable turn of speed. Not so easy. Nevertheless, several small boats have made some remarkable passages. Hannes Lindemann crossed the Atlantic in a collapsable canoe. Te Kupe discovered New Zealand, or as he called it Te Aolea Roa (The Long White Cloud) in an outrigger canoe, probably about 20/30 ft. long and 2ft wide. In more recent times a man called Pouvana sailed a 12ft lagoon canoe from Tuamotu to Tahiti (about 600 miles) and there have been many others.

The vessel I have in mind is a cross between the Kayak and the outrigger canoe of Polynesia, sometimes called a Pahi. If designed and built with care it should be quite strong and being decked in after the Kayak fashion, unsinkable. Being long and narrow it will be capable of greater speed than most small sailing dinghies. It's windward abilities would probably be poor but the obvious thing to do is to follow the prevailing trade winds even if it involves a greater distance. If progress to windward is required it might be worthwhile to remove the mast and sail and paddle.

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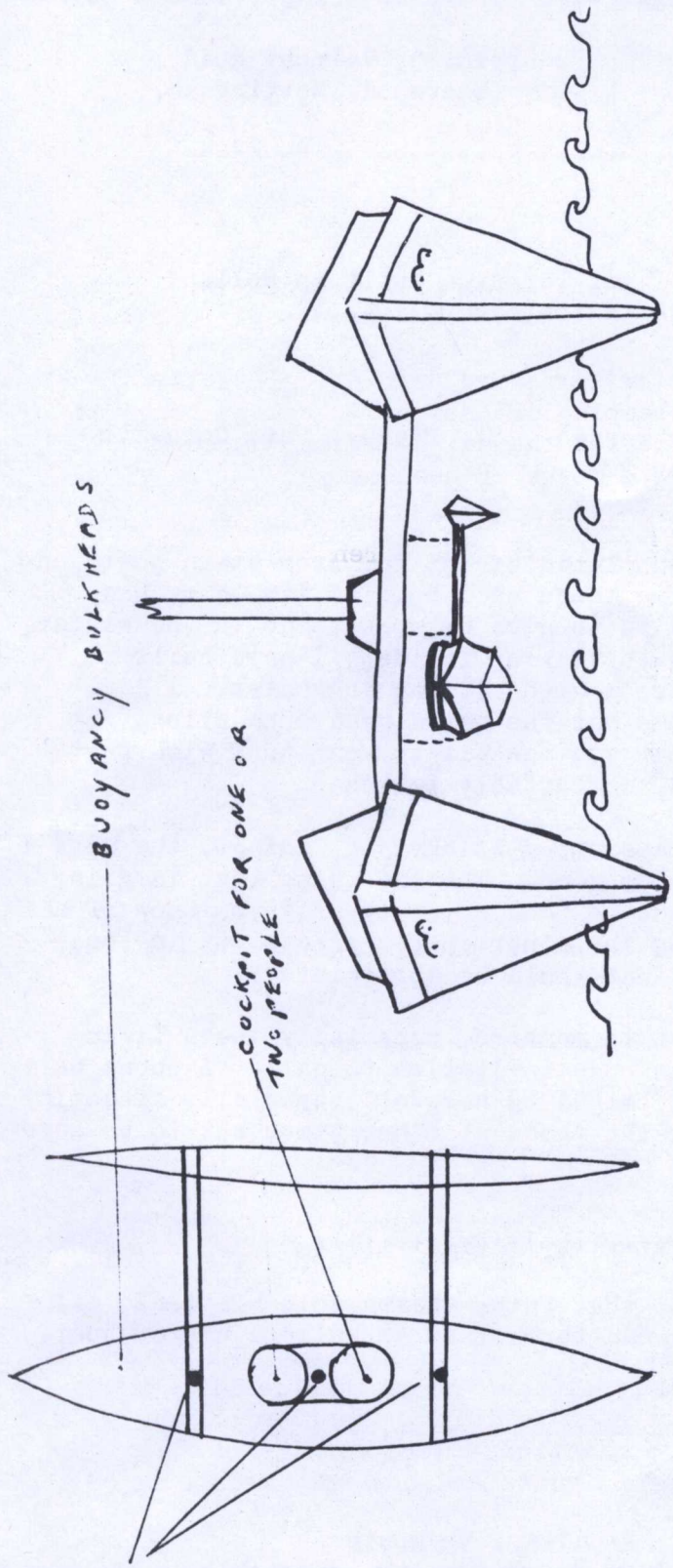

Removeable unstayed mast could be stepped at one of these points and lashed firmly across the outriggers, when not in use.

OUTRIGGER CANOE LIFE-SAVER contd.

One of the larger Polynesian Catamarans could easily carry such a canoe under its bridge deck where it would be easily accessable in the unlikely event of a capsize. Also it would be convenient to use as a tender, being docked between the hulls and then raised up to a cradle under the bridge deck by ropes. This type of life saver could be cheaper than a normal life raft.

P. Green. 5, Valmont Road,
Sherwood, Nottingham.

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NEWS FROM ROUND AND ABOUT

We hear from Nico Boon that the first Tangaroa built in Holland was launched in April 1972, Hans Klijn is the owner.....

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Chris and Sylvia Churn, of 14 Seaview Terrace, St. Blazey, Par, Cornwall
telephone Par 2092
write to tell us their news.....

"Both hulls of my Tangaroa are completed except for stem stern posts on one hull. It is very difficult planing these as I have to lie on my back as I rolled the hulls over and decked in to give me work to do in the winter. There are still small bits and pieces to tidy up inside. I have built permanent cabin top giving 5' 8" headroom with sliding dog hatch. I have lowered the bunks by 4", losing storage but the extra head room allows for sitting up. An added advantage is that you can sit in your bunk with feet in the galley, and four can eat, thus, comfortably together.

I have still to do the fibre-glassing; a sticky job, infact, the more I think the more there seems needing to be done. The one thing that is going to hold me up is the mast and sails due to lack of money. If you know of a member who has changed his rig and has the other spare, please get in touch with me. Anything that can get me afloat would be appreciated.

I hope this will be of interest to members, especially those living in the South West, all of whom have an open invitation to call. A phone call, to make sure we're in (mornings 7 ish) might be helpful, especially if coming any distance. (We are home to answer the phone at other times but to be sure, we are always in at that time)....."

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We hear also, via Milford Haven, that Peter Sheard sold his TANE for £1000 to an American and has returned to Britain to build a bigger boat.

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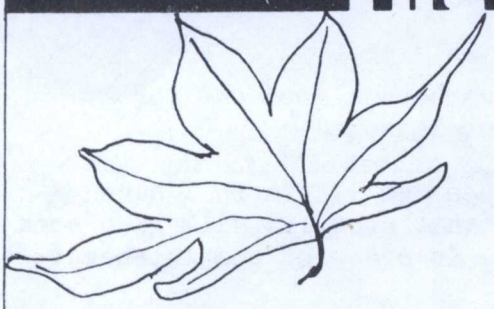
Foot Note

Martin Lillystone, 3 Mill St, Broadway, Weymouth
found builders to build his TANE for him quite reasonably.

Stalbridge Boats Ltd
Station Road, Stalbridge,
Sturminster Newton, DORSET



News from the Frozen North

Michael Cromer,who is now living aboard his ORO "Bhasadhara" (Tibetan for Light Holder), in Victoria, B.C, has described the rigours of building a polycat in the North. He says that "I ran from the North - it's rough country up there. Last winter I lived aboard with no heat and the salt water froze 4" thick. Tides and winds made torpedoes out of ice floes. The wind doesn't blow, it screams. And when it snows..... I've seen three and a half feet of snow on deck in one night, it was cold. It's not good to live where you spend six months waiting for winter to go away, and then you have six months of winter...."

Michael started building "Bhasadhara" with only $17 and a steady job. There were no other boats around and so he had nothing with which to compare his 46' catamaran. He used 20,000 bronze ringnails and over 2,000 screws. It rained every day he was building and this after working a twelve hour day in the bush surveying. He launched "Bhasadhara" after seven months hard work and only seven days before it snowed. The ice tore holes in the Dynel sheathing at the waterline. Since then he has covered the underwater area with thick mat G.R.P. At the time of writing he was busy making 20 deadeyes out of an oak plank 6'x 10" x 2". He escaped another winter in the North by being towed to Victoria by a 50' ferrocement motor schooner which was launched nearby. He sewed his sails whilst being towed. When he tried out his jib and mizzen staysail, the staysail blew out in a 35 knot wind. He sewed it again. He then parted from the schooner and on the first day on his own ran into a gale (30-35knot wind) from the North West. He made a good 60 miles in eight hours, including two hours of near calm.

He has ordered two red chinese junk sails and a jib from England. He is worried about the technique of using this rig on a polycat. Can any of our readers write him about their experiences and experiments with this type of rig? He would welcome some friendly and encouraging advice. He has met with much criticism of his boat, some said it was rough but in his own words "She's a beautiful ship. She was born in the woods in the rain. She's the Queen of the World...." I am sure all polycat builders echo Michael's sentiments and send their best wishes for his boat and feel certain his endurance and tenacity will see him overcome all difficulties.
Write to Michael Cromer, "Bhasadhara" c/O General Delivery, Victoria, B.C., Canada.

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FOOTNOTE

Harold and Wendy Goddard, 1720 Larch Street, Apartment 107, Vancouver 9., B.C. Canada

wrote: " Builders might be interested in where I got my dead-eyes -3" lignum vitae complete with galvanized ¼" strapping and toggle on the lowers. It is: A. Dauphinee & Sons Ltd, P.O. Box 115 Lunenburg, Nova Scotia. They cost £3.25 per pair, including freight and are beautifully made.

POLYCAT NEWS FROM THE PACIFIC NORTHWEST

Another summer is racing to oblivion, but it has been a good one for Wharram enthusiasts, with many boats started, and two launched.

There are now 5 boats that I personally have seen and 11 others I have heard of, either building or about to be started in this area. I will give some brief descriptions of the ones I have actually seen, in order of completeness!

1. TANE — Reg Wilson's TANE is now in her second season afloat, and Reg has now extended the cabins to the sides, and recut his sails to make them flatter setting. He says that this has improved her windward performance considerably. Other owners and builders might like to note that it does seem that the faster cats and tris can perhaps benefit from slightly flatter cut sails than those of monohulls.

2. ORO — Built and launched by Michael(Parker?) in, I believe 9 months. She was "built strong" and "kept simple". Junk rigged on "grown" sticks cut from the forests by Mike himself. She is now on her way down the American West Coast, bound for Panama and the West Indies. Mike is very pleased with her and reports that she is fast and will tack through 90°! She is the Northwest's first "deep sea" Wharram that I know of and we all envy Mike and crew, and wish them fair winds.

3. ARIKI — Tom and Don Hembroff have done a really beautiful job on their Ariki, in spite of starting with no building experience at all. In one year she is perhaps now one month away frompossible launching. However, Tom and Don may decide to leave her at their shed and rig and launch her in a <u>really</u> complete state early next Spring. To eliminate condensation problems, and provide insulation they completely lined the hulls with ¾" styra-foam (between the stringers). This will certainly make things very pleasant in our cool very soggy winters.

4. ORO — This is our own boat, and we had hoped to launch her this year. We could probably do so in about one month's time, but we have decided to wait 'till Spring and have her <u>really</u> complete down to cushions, electrics and all!

5. TANGAROA — Godfrey Stephen has launched his Tangaroa, at a very early stage, I understand she was joined by only two beams at launch time, and neither of her cabins were built. When I saw her last Godfrey had just completed a really nice job on her hulls.

2 TEHINI's, one rumoured to be sailing from Hornby Island in the Gulf of Georgia the other either planned or started at Vashon Island in Washington.
5 ORO's, three couples from British Columbia and one from Seattle, Washington have visited us recently, and are about to start OROs. One is rumoured to be in progress on Hornby Island. 2 NARAI's, one about to be started here in Vancouver, and one reported to be in progress in the Northern Interior at Terrace

POLYCAT NEWS FROM THE PACIFIC NORTHWEST contd

1 TANGAROA, I don't know if this one has been started yet but the chap who has the plans has visited us at our shed a few times. 1 TANE, Being built in Washington. There are probably other boats being built in the area which I have not heard of, particularly down around Seattle, but even with only the ones mentioned above this is really a Wharram boom! I feel that Jim's designs offer the most boat per dollar, pound, or what have you - bar none so it is perhaps not too surprising.

"BARBECUED" OYSTERS

Our Pacific Northwest area provides the person who enjoys seafood with a veritable banquet, just for the taking. Clams and oysters abound and salmon and rock cod are still extremely plentiful. We usually build a fire and barbeque our oysters as follows:- Put them on a wire grill over the hot coals when the fire has died down. When they start to open up, prise them open. Add a squeeze of lime or lemon, a dash of pepper and sprinkle with parmiesan cheese. Close them up and let this melt. Simple and delicious.

BOATS - A DEFINITION

There are only three types of boats.

1. Half a Catamaran
2. A Catamaran
3. A Catamaran and a half.

WHARRAM PREJUDICE

Over the last few years of building I have noticed a strange phenomenon. It is that many people seem to rather scoff at our boats and to have a tendency to look down their noses a bit at our simple and comparatively cheap designs. As an example of this, Norman Cross, the Californian trimaran designer, told the Hembroffs the other evening that it was "rather a shame" that they had built a Wharram Cat and that they would have been better off with even a Piver design. Now I ask you, he had never ever seen the Hembroffs before, knew nothing of their plans for the boat, or their reason for choosing it, yet without even saying why or how they would be better off, he just produced that flat assertion.

I believe that the twin Western Gods of "expensiveness" and "complexity" are the culprits for this strange attitude. North Americans (some of us more than others) have been brainwashed into believing that as long as an item is really complex and expensive then it of necessity must be GOOD. Therefore if Jim's designs featured special titanium alloy cross beams mounted in complicated shock absorbers of neoprene rubber; had compound curves in the hull shapes, were designed to be built of special epoxy resin plastics for lightness, with titanium masts, internal haliards leading to a battery of winches, and so on, and was written up in the Yachty magazines as one of the most expensive machines ever, then Mr. Cross and other suitably brainwashed people would probably flock from miles to see them and of course they would then HAVE TO BE GOOD. (After all they cost $ xxxxxxxxx ! !)

However, we Wharram enthusiasts smile quietly to ourselves, thinking of the utter simplicity of boats like Pigeon's "Islander", Tangvald's "Dorothea" and Moitessier's "Joshua", choose carefully the really worthwhile modern developments (and who but a fool would deny that there are many of these) and watch as our dreams take shape under our very hands.

Mother sea remains the one great constant and she cares nothing for the values we mortals place on our toys. If a fitting is weak she will find it:

POLYCAT NEWS FROM THE PACIFIC NORTHWEST contd

Expensive or complex, it matters not a whit to her.

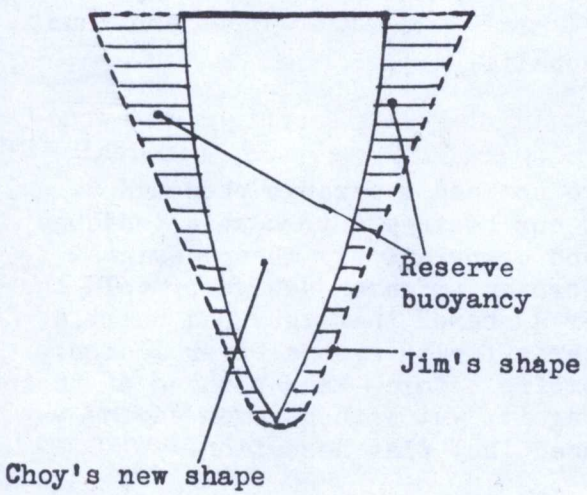
So be of good heart you Wharram builders, if you would choose a simple, strong, easily built design, which inaddition will cost a good deal less than most, and thus allow you to taste the anguish and pleasures of our great oceans - then be assured - you have chosen well.

Harold Goddard
1720 Larch Street,
Apt 107
Vancouver 9, B.C.

Harold also asked about advice on the ORO wishbone ketch rig. It's good and bad points. Can any member send details to the editor please....

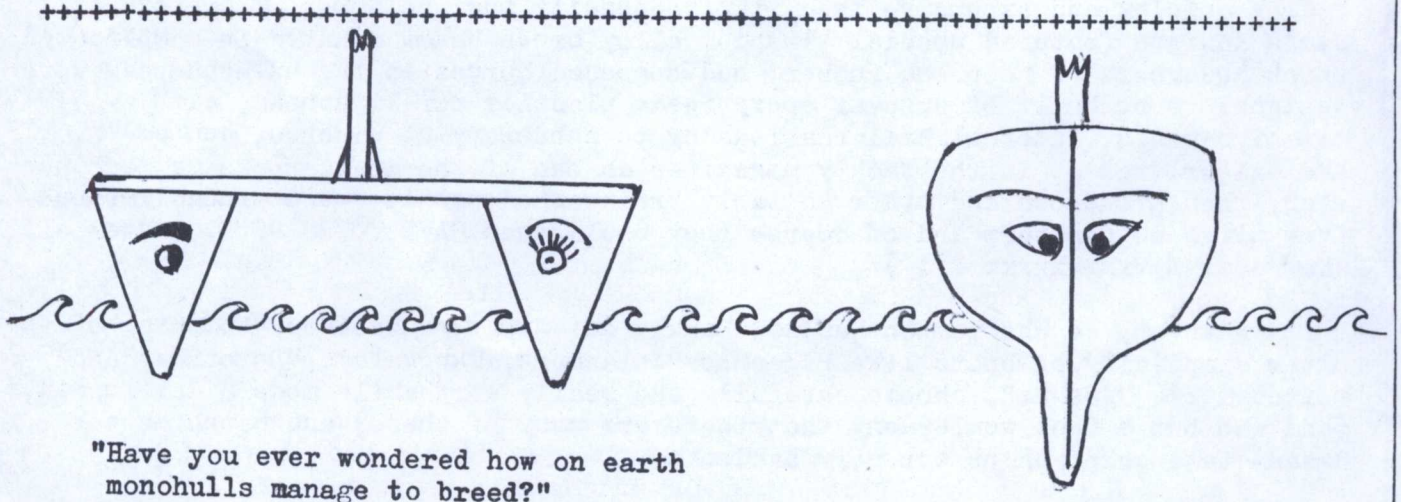
Also suitable self-steering gear. Did the Q.M.E work on Jim's boat?

Earlier in the year we heard from Harold telling us of the B.C. Multihull Society, about 100 paid up members, and progress of the building of Polycats, as his more recent letter brings news from his area up todate I have only included the following point on flexibility.



"I chose a Wharram design for its flexibility feature, and I am still convinced that it is ultimately far more seaworthy. Choys new hulls are very much like Jim's hulls now, but narrower and thence lacking in the ultimate build up in buoyancy on heeling. I believe this to be very important. The capsize of the 43' IMI LOA, I think bears me out on this. Granted though, that IMI LOA is the old Asymetrical design which had even less reserve buoyancy. The comparison between Jim's and Choy's hull designs are made clear in the drawing..."

Harold Goddard.



"Have you ever wondered how on earth monohulls manage to breed?"

MIDLAND NEWS by John Moore

Being so far from the sea, there do not seem to be many builders in the Midlands area. Perhaps there are some I have not heard about so far. If there are, perhaps they would kindly contact me at 7 Fairestone Avenue, Glenfield, Leicester, Telephone - Leics. 871839.

I would very much like to hear from them so that we could perhaps arrange a camping week-end meeting. We have a very suitable venue on the banks of the River Trent, kindly offered by Peter Green of Nottingham.

Peter has built a Maui and he sails on the River Trent. He sent me the following interesting article:-

'TWAS ON THE GOOD SHIP VENUS
(17' MAUI Class, "TAUREA" - VENUS IN TAHITIAN)

They say that Polynesian Catamarans are easy to build. Well, in one way they are and in another way they are not.

I had no previous experience of wood work at all, nor am I what is usually meant by the term "practical man", yet I was able to build a MAUI without too much head scratching. On the other hand, it took me quite some time and a lot of work but perhaps I tackled some of my jobs the hard way through my inexperience. Also I was building her outside in the open and thus could not work in bad weather.

She cost me nearly £120 to build, thanks to a little discount on the wood and the gift of some rope. I used Gripfast nails and brass screws, red deal and parana pine timber with BS 1088 marine ply. The surface of the ply is Utili, (a fact which meant nothing to me at the time).

When I had nearly finished I was able to liberate some English Oak and used it here and there for deck fittings and so on.

I began painting her with Helmsman and the price made me gasp, especially when I realised it was not enough and I was going to need another quart at least. A friend said that Crown Plus Two would be okay if I keyed it onto the existing surface properly and I have been quite satisfied with this.

The mast and boom are laminated parana pine and the boom is fitted with gaff jaws.

I searched Polynesian Mythology Legend and History for a suitable name and very nearly settled for Tainui, (flood tide), which was the name of one of the canoes in which the Mauris journeyed to New Zealand, but at the last moment changed to Taurea. When my friends discovered that it was Tahitian for Venus their ribaldry knew no bounds.

At last I reached the end of my work and she was ready to be launched. The members of the Park Yacht Club all helped to get her onto a ten ton trolley, (the only one wide enough), and slowly rolled it down the ramp into the water. She floated off and was tied up against the jetty with Yours Truly crouched on the port hull feeling very small and rather spare.

On the bank, discussion, (or was it argument), was loud and long about who was to skipper her for a first sail, (I did not know how at the time), and eventually Mr. White, the Club Proprietor, volunteered.

Midland News continued

We were pushed off and she slid gently forward at about two or three knots in the very light wind. I held my breath as Mr. White put the helm down for her first tack, and with the slow deliberation of a cruiser she came up into the wind, through, and hove away on the other tack. "Well, that was all right" said Mr. White and we sailed about in front of the club jetty for about half an hour, never once missing a tack. When we came in Mr. White turned to the members and said, "She behaves like a lady".

Since then I have rarely been short of a crew although I sometimes prefer to sail alone. We once had seven people on board which slowed her down somewhat, but that suits me well enough as I am not interested in speed all that much. The prevailing wind is usually rather light and thus I got left behind by the racing dinghys but when it really blows she can get up to about seven or eight knots.

When she encounters the wash of a passing motor boat she pitches gently, rather like a rocking horse, instead of bouncing like the dinghys do. I have taken quite a liking to this motion and always cross the sterns of passing boats to start her "galloping".

If there is any wind worth mentioning, tacking is never a problem, although in light airs it is advisable to backwind the jib. How she would behave in offshore conditions I cannot tell. I have tacked in the wash of motor boats and had no trouble, but this is hardly an acid test.

For this season I am planning to add a net trampoline between the bows and sterns. Also lids over the cockpits so that I am able to sit where the hole is if I want to."

Well done Peter Green.

After the articles in previous issues of "The Sailorman" on power for large polycats, I asked a Leicester member of the P.C.A. Mr. Dick Aldwinkle to give us his ideas. He has sailed conventional boats for many years and is a skilled "Engine Man".

ABOUT ENGINES by R. Aldwinkle

When deciding what engine to fit into a boat, it might be just as well to give a thought first of all, to what is or might be, the ideal type to use. The most popular must be the petrol engine and probably the most versatile would be the outboard variety, which can be hung over the side or clipped on almost anywhere.

Outboard engines, although most are driven by two-stroke engines are, after some years of development, reasonably reliable nowadays, but when considering suitable auxiliary power for a large, possibly foreign-going catamaran, I would think that outboard engines fall somewhat short of the ideal.

As already mentioned, the outboard can be put in a large number of places, but on a Polycat it is quite a long way to the water level from the deck so a rig must surely be made to accommodate it. Then there is the point that quite a few gallons of fuel must be stored, which constitutes a hazard in the shape of fire risk. Of course, the engine would only be used when negotiating tricky harbours etc, but how often could an unruly sea flop over the unit and short out the plug. A large outboard engine, as most would know, can be

ABOUT ENGINES by R. Aldwinkle, contd.

quite expensive too. Therefore, I would think that a small stationary diesel engine, whilst probably not ideal, (the fuel smells), would be nearer the mark.

Let us say an ex-vehicle engine of somewhere in the region of 25-30H.P., mounted via rubber mountings on deck. This could drive a hydraulic pump and flexible power hoses connected to a retractable tripod arrangement.

A five to ten gallon reservoir tank should be sufficient and a reversing control valve put in circuit. In addition, the same engine, when not in use for prop. driving, could be used for lighting, deck washing, battery charging etc.

In addition, a "green un" over the engine would not stop it and the fuel, obtained as "gas oil" has no road tax on it, so is cheaper and less likely to fire even with intent to do so.

Of course, equipment such as hydraulic units are quite expensive when purchased new, but an old tractor should provide many of the necessary pieces. There are surely many diesel driven tractors obtainable reasonably and the engine and hydraulic pump could be utilized from it. Also, there is usually a dynamo fitted and this, together with the control box, could be used to charge batteries. Add a water pump and this can be used for bilge pumping or deck washing, shower baths etc.

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MIDLAND NEWS continued About twelve months ago, I visited Don Ward of Stourbridge who is building an ORO. At that time he had one hull turned upright and the other one very nearly planked. He was making a wonderful job of it. Recently he tells me that with hard work and a little luck, he may be afloat by the end of the summer.

The only other Midland builder I know is myself. I am building ORO No. 50. I bought the plans two years ago, but had no building site. Eventually, I discovered a timber yard in a village about two miles from home. The owner agreed to rent me a space, but completely in the open, and covered by piles of tree trunks, which he promised to clear. I visited him every week end for six months before he finally cleared one small patch of ground. I immediately moved in and with very little space began to assemble the back-bone or keel. As things began to take shape, the timber merchant became more and more interested. He cleared the rest of the ground over a period of two or three months and I was in business.

With help from my wife, I assembled the bulk-heads and back-bone of one hull. During last winter I made a shelter just large enough to work on the one hull. The frame of the shelter is demolition timber, and is covered by heavy gauge polythene sheet. The gales are playing havoc with it, I wonder how long it will stand!

I am busy at the moment putting stringers on. I hope to have this first hull planked and sheathed with nylon during the next few months. If anyone knows of a cheap source of nylon I would be very pleased to hear about it.

John Moore.

JANNIK CORTSEN WRITES FROM DENMARK

Jannik Cortsen of Copenhagen and builder of Tangaroa, "Jesper", met John Leach when he visited Denmark. He wrote to Nigel and Vron Hartford last January about the John Leach article which appeared in the December 1971 issue of "The Sailorman".

"During the winter of 1970/71 I got to know John's boat very well. Whilst my friend John described his boat "NGATAKIS"as slow and wouldn't go to windward, especially in light winds, he did not give the reason for the poor performance. When "NGATAKIS" left Denmark it was heavily loaded with stores. This brought the weight up to somewhere near that of a 10-metre Bob-Cat, which is about the same size as a Tangaroa. The 10-metre Bob-Cats are very stable Bermudian rigged boats with 500 sq ft on a single mast. They are unlikely to capsize up to wind-force of 7-8 even with full sail up, and the bermudian rig is the most powerful rig to windward. "Ngataki" had a low gaff main sail of heavy second hand dacron, about 200 sq, ft, and a bermudian mizzen of about 100 sq, ft. It's largest foresail was a Dragon's genoa of about 100 sq, ft. This gave him about 450 sq ft, of sail on a low gaff rig. Whilst under canvassing is a safety factor for ocean passages, you cannot get safety and maxium performance at the same time. Most keel boats are bermudian rigged and often have light racing sails. Both keel boats and multi-hulls of 34' L.O.A. have a working sail area of 500 - 600 sq ft. A heavily loaded multi-hull is not much faster than a similar sized mono-hull unless it is sailed very hard indeed. Therefore, it is clear why "NGATAKI" performed badly. Polycats have some disadva ntages which have to be accepted, i.e., difficulty in tacking in heavy seas, and confined sea channels, and poor manoeuveriability in harbours. They do, however, have some great advantages - are very comfortable, often faster making long passages with safe sail-working on the wide stable platform between the hulls..."

"What do you want.....? An uncomfortable mono-hull with an expensive rig and fine for harbours, or a comfortable open sea cruiser, excellent for a long voyage far from land?...."

"My "JESPER" is a single masted junk-rigged, Tangaroa, which was described in the 1971 Spring edition of "The Sailorman". The mainsail is nearly 300 sq ft, and the working jib 75sq ft. For light weather conditions I set an old working jib of 150 sq ft, which someone had given me. The mast is made from three ½" steel tubing and is 27' high. One side of the triangular mast on the starboard side, is made like a ladder so as to enable maintenance and repairs to be affected with ease. The sides of the triangle in plan are 1'. The single tube on the port side, against which the junk sail bears, needs to be of greater diameter because in a force 8 wind in the Katlegat, the mast folded in the middle and fell overboard. There was a very confused sea at the time and I think the mast suffered a wshock and with the full main up the pressure was too much and the mast gave way. A German ocean-racer towed us back to harbour. As I had my electric welding gear aboard I repaired the mast quickly. We have had no further mast trouble. A mast of the kind constructed as described, does not, of course, flex and therefore some means must be devised to absorb the violent shocks that will be experienced in a short confused sea. On my cat, I have introduced shock cords between the two shrouds, on both sides of the mast; it works perfectly.."

"Jesper" is heavy because I love my tools and I have plenty of spare timber and metal with me when I am sailing. I have also two sewing machines aboard, one for making clothes and the bigger machine for sails and tents.

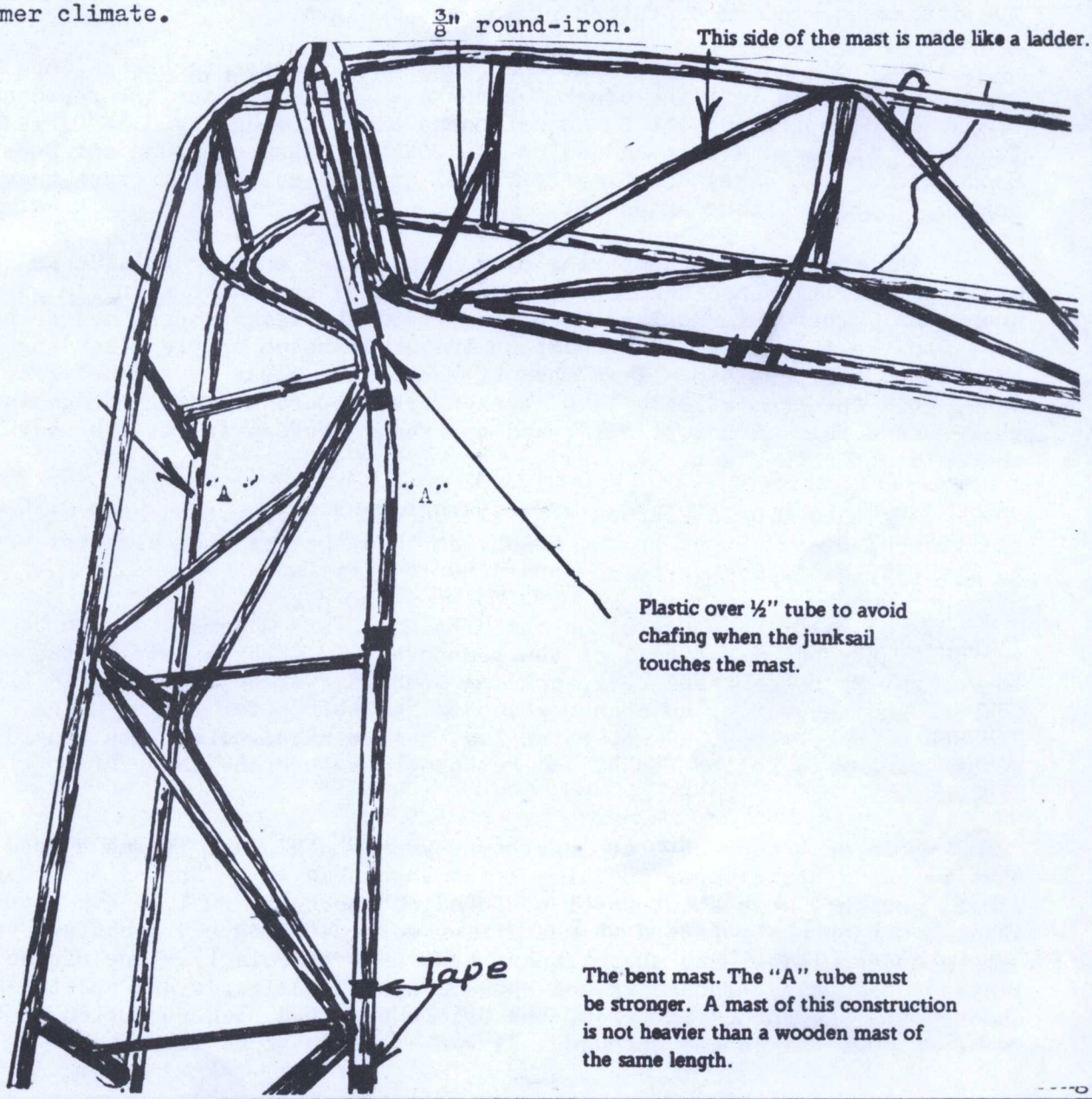
"The boat performs well, including to windward, but she does not go so well in light weather because the junk-sail is cut flat. I am making two

JANNIK CORTSEN WRITES FROM DENMARK contd.

new foresails - a working jib of 120 sq ft, and a genoa of 200 sq ft. I might fit a 4ft, bowsprit and a little junk mizzen. The bowsprit would let me set a "peter boom" on the working jib. The double sheeted mizzen could be set back to ease tacking. My junksail is very simple - only a single sheet system led well aft to the net beam. I have not fitted pararels or luff-lines. The sail is only held to the mast by a thick nylon jack-stay running from the top to bottom of the mast. This system works perfectly. It is as simple as the bermudian rig but with the advantage of a low centre of effort, easy reefing and stowing of the mainsail. When the wind gets above force 4-5 I change to the little jib, and gradually reef down until gale conditions are reached when I heave-to. The triangular girder mast does not seem to affect the windward performance. With the wind more free, "Jesper" can drive fast, especially if lightly loaded.

"Jesper" has a self-steering gear on the port rudder when this is in use, the starboard rudder is free and acts as a trim-rudder. It is a simple and effective gear for polycats."

"This summer my wife, daughter and myself have realised an old dream - a one-year holiday. We will sail south so as to spend this winter in a warmer climate.


3/8" round-iron.
This side of the mast is made like a ladder.
"A"
"A"
Plastic over ½" tube to avoid chafing when the junksail touches the mast.
Tape

The bent mast. The "A" tube must be stronger. A mast of this construction is not heavier than a wooden mast of the same length.

SUMMER MEETING 1st JULY 1972

I suppose we were lucky with the summer meeting of our "Polynesian Catamaran Association". The coldest, wettest and stormiest June for decades, in fact colder than last December, had given us just three fine days to launch our 23ft HINEMOA and re-rig, clean up and prepare TEHINI for the meeting.

I had secured a field on a nearby campside overlooking Sandy Haven Bay and Creek as more than a dozen members intended to bring camping gear. Unfortunately, only one other catamaran was expected. All the more important was it to have our own little fleet ready to give people a chance to sail on different types and sizes of catamarans and those who are still building a new incentive to work. Some builders had actually never sailed on a catamaran before.

The first arrivals came on Friday afternoon, and we pitched their tents in a heavy drizzle and strong winds on the rather exposed camping site. Then, warming up in the Longhouse we waited for further arrivals to direct them to the camping site or a boarding house, as the weather was rather uninviting for living in a tent. Amongst them was our secretary Peter Davey, who had travelled 11 hours by car from Falmouth, and Robert Goodchild, owner of HINA No. 1, who hitch hiked from the East coast and whom we put up on the HINEMOA to compare the difference in accommodation of the two designs.

Saturday morning was fine and sunny with a moderate breeze, and at HW our little armada left the creek. Hanneke and Lillian, the two representatives of the Boon family and the Dutch catamaran club, commanding HINEMOA led the fleet. I followed single-handed on the SURFCAT, then came Nila and Robert Goodchild on the HINA, and finally TEHINI steamed out of the creek under her engine, looking rather majestic.

The campers, now numbering over 50 gathered on the hillside and beach awaiting a trip around the Bay, a sail on TEHINI or a talk with Jim to ask questions. There was no landing place yet on the rocky shore, and we had to wait for the tide to go out to expose the sandy beach before a landing of the catamarans was possible. Even when the beach was clear it was not easy to land, hold the boat afloat, take 'passengers' aboard and sail off again as there was a fair amount of surf; and everybody dressed in long trousers due to the cold got rather wet.

By then Ernald Pearson's NARAI 'CHEETAH' had arrived and, without hesitation, drove right up the beach, so that the few, who were not prepared to get wet, had a chance to go aboard her on dry land.

The last 'passengers' on the HINA and HINEMOA were lucky to be taken to TEHINI for her first sail of the season and I, after a trip to the Longhouse to collect my home-brewed beer, sending some SURFCAT builders off in the SURFCAT and recovering an anchor which we had lost after TEHINI's and HINEMOA's anchorwarps had got entangled, just managed to lift on Ernald's rubber dinghy to follow TEHINI and get aboard before she shot off into the distance.

We must have been at least twenty on TEHINI, and it was a good thing that we had a strong crew as quite a few snags had to be sorted out. At first TEHINI wouldn't come about until we found out that the full length battens which had been newly fitted on the mizzen were catching the backstays, then came a sudden 'bang' and the mainmast bent back alarmingly. One of the bridle lanyards had gone. Though we had renewed all the halyards and sheets and checked all the shroud lanyards, the bridle ones had been forgotten in the rush, and one had chafed through. It was a lesson to us all.

SUMMER MEETING continued

As Barton Evans, partner in the 'Polynsian Catamaran Ventures', but himself a monohull sailor, had arrived in his 43ft ocean racer CYMRO, Jim was determined to have another go and race against him. All lanyards on the bridle were replaced, and off we went. Close-hauled, almost as close as CYMRO we tacked across the Haven at 6-7 knots. Then we freed off a little and gathering speed, left him well behind.

By now CHEETAH was afloat again and with an equally big crew came out for a trip in the Haven. We returned and loaded eight of our guests, plus two of our staff on the 23ft. HINEMOA, reducing her freeboard to that of the HINA and set them ashore. TEHINI soon followed into the creek where all catamarans anchored for the night.

The barbecue place Jim had chosen turned out to be rather a small strip between the wooded hill and the water's edge, and I am surprised that no one fell into the water. There must have been about seventy people gathered around, exchanging views and chatting 'till well after midnight.

Sunday was grey and rainy again, which was just as well as the staff of 'Polynesian Catamarans' was tired and aching and did not feel like going out sailing again. All the more must we thank Ernald Pearson who, after the sail on Saturday on CHEETAH and the ferry service in his rubber dinghy to the barbecue site, offered once more to take people out for a sail as he had an hour or two spare before setting off for Ferryside, his home port.

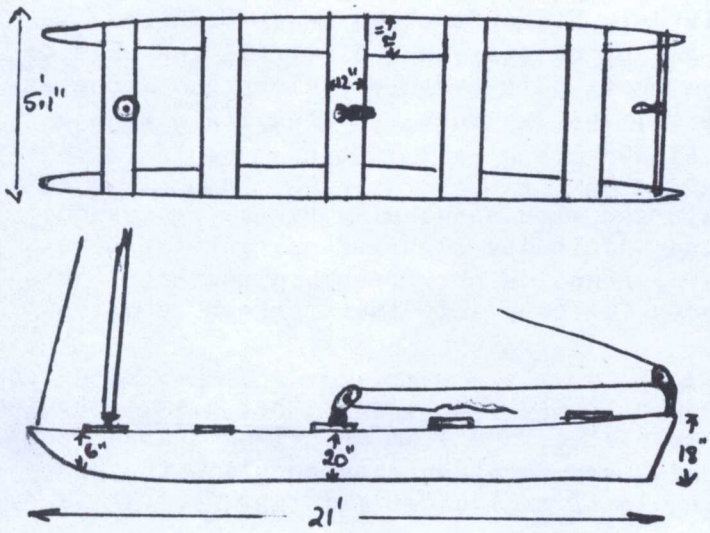
I, too, thought that members who had come from as far away as Scotland, Yorkshire and Cornwall might want another sail. And so it was, when I came to the campsite, although some people had already left, most of them were packing and ready to go. But when I mentioned a sail on CHEETAH, about fifteen postponed their departure and gathered on the beach where Ernald picked them up. As this NARAI is a beamier boat than TEHINI and with less wind we had a much quieter trip until Ernald decided that he had to be off and announced that he would sail for the beach and as soon as the boat touches the ground we should all jump off and 'give it a push'to sail off again. In long trousers, pullovers, jackets, with handbags, a little girl and two babies we were not quite prepared for that exit, but as soon as the skipper called "jump" we all went off (I, knowing the special step of the rudder of these designs, used this to go down) and, apart from one poor lad who sat on the bulwarks before jumping off and broke some of it(it needed renewing anyway) and was rather upset about it, we all took it in good spirits to get soaked once more and heaved and pushed until CHEETAH was free and off to her home port.

A few more people came to see TEHINI, including one member who had only just arrived, then all had to leave for home.

The slide show I had prepared in the LONGHOUSE incase of bad weather will have to wait for a 'real' wet meeting.

Ruth Wharram

CATAMARANS IN SPAIN



Whilst holidaying on the Costa Brava, early this Spring I had the opportunity of observing the oldest class of racing catamaran in existence. They are extremely interesting craft in that they have no rudders, have a boomless bermudian sail set on a rotating mast, no jib, and in their design philosophy bear some superficial similarity to James Wharram's designs. The accompanying drawings and measurements are approximate as I had no tape measure only a length of toilet rollmarked off in feet by reference to the floor tiles in the hotel bathroom.

The main points of interest are the very narrow hulls and the position of greatest draft. The hulls are much narrower than those of a Wharram cat and have very little load carrying ability. They rely entirely on the hull configuration for resistance to lee-way, in the same way as Wharram cats do. The boats tack fairly easily even though the sails were quite baggy. A flatter cut sail with the addition of a boom might improve performance to windward but the boom would make life a little difficult for the skipper who would then need to be a contortionist to be able to duck under the boom. Even with the existing sails they seem to go well to windward with little discernable leeway.

They were generally sailed single-handed, and it was not unusual to see the skipper (no rudder therefore no helmsman, no jib, therefore no need for a crew) standing upright working the boat, particularly when tacking. On these occasions he would go forward to the mast to assist it in rotating. Whether or not the movement forward was also necessary to trim the centre of lateral resistance at a critical point in the manoeuvre to make it complete its tack was not clear but it is a strong possibility. Tacking was slow but positive. Steering seemed to be a combination of sail trimming and shifting the centre of lateral resistance, i.e. in the form of the skipper moving his weight back and forth.

A study of the plans would lead one to the conclusion that the boats had good directional stability when trimmed correctly; that the lead of the centre of effort (CE) over the centre of lateral resistance (CLR) was considerable but that the CLR could be changed fairly easily and quickly by the movement of the skipper fore or aft as required.

It is unlikely that the boats would be as fast on any point of sailing as a HINA or any other more full bodied catamaran of similar size and sail area. They would, however, be very interesting craft to sail and would call for a considerable expertise if the best performance was to be obtained from them.

Editor.

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FOOTNOTE

G. Fardell of Box 116 St Lucia, Brisbane Q.4067, Australia comments that interest was being shown at a boatbuilding yard near Brisbane where a couple of Wharram cats are being built, wooden frames covered with sheets of fibreglass - expensive but easy to build.

The First Sailing Trials of TAWHIRI

We launched Oro, Tawhiri in early August 1971 after a building time (virtually single handed) of 2600 hours, (two years and three months) and regretably too late to make the most of the season. The launch cost a total of £55 which, as I live only 200 yards from a slip into the Tay, might be considered expensive. However, Tawhiri was built in a walled garden and the cost of demolishing and rebuilding a stone wall 10ft high would far have exceeded the eventual cost of hiring a 35 ton crane with 90ft jib. (about £10 an hour). I also took the precaution of insuring the house, the boat, the wall, the onlookers and the public footpath upon which the crane's legs stood. That cost £20. The local Press and even the Daily Express turned up and took some very good pictures. I should explain that Tawhiri was lifted and taken to the water on a trailer in a fully assembled state, unlike most Polynesian catamarans which are assembled at the water's edge. A good crowd was present, and comment was generally favourable. Later, however, mutterings over pints were reported from the Royal Tay Y.C. "too much freeboard" - "never go to windward" - "it'll capsize" - "apparently the hulls are fixed together with rubber bands or something" - " solid masts! and lanyards! " - "bloody plywood" etc.,

Before the season ended we sailed on thirteen occasions, but were at something of a disadvantage without the trysail. Had we waited for that there would have been no sailing last season. However, we did have two stay-sails, one for each forestay, and a great combination they are; one is considerably smaller, and is really designed to balance the fully reefed mizzen in heavy weather. I must say that without the full complement of sail, light air performance and windward ability are not spectacular. Also with a 3-4 kt, stream running we have been on our toes quite a bit.

I have heard criticism from a few folk concerning windward ability of the larger designs. On reflection, I am bound to conclude that the reason for this criticism is not that the hull forms are wrong, but that poorly set sails will easily upset good performance to windward. For example slack luffs, too much fullness built into the sail, exaggerated by the former, or by bad sheeting. There is, however, one point which is due to hull design. As the sail area is reduced in strengthening winds, the area approaches that of the topsides, bulwarks, cabin tops etc. In these circumstances, the effects of the cat's windage will greatly offset the forward component of the sails' effort. The answer is, of course, to take on board sufficient tinned food and other ballast until the sea is swilling in the scuppers! I fear that other performance characteristics would suffer though.

The season was not without incident. A second Tay Bridge disaster was narrowly averted after we clouted a pier early one Sunday morning and on another Sunday, the mooring anchors fouled, and Tawhiri sailed her self two miles before we could catch her in the dinghy. On another occasion I swam fully clothed after the dinghy, but that's another story.

We ventured 20 miles offshore in a force 6, and were pleased with the stability of the cat. The pitch is in fact worse than the roll. In shorter seas and force 4/5 progress is very rapid, even under reduced sail (12 knots estimated maximum so far). Other sails along the coast and in the estuary taught us how easy it is to gybe, and if we know that we must go around under short sail that's what we do. I am looking forward to sailing her under full canvas (terylene) this season and really must get down to making the trysail which I recently cut.

The First Sailing Trials of TAWHIRI contd.

A few problems remain. The hook is sometimes difficult to break out and a winch would be cheaper than slipped discs in the long run. We have used 35lb and 45lb genuine CQR anchors and have always held firm in bad conditions. Some chafing of the bows has occurred when the cat rides to both wind and tide at anchor or on mooring. A length of rubber hose over the chain has helped somewhat. Power remains a problem which only money can solve. 5½ h.p. of Seagull can move us at 2 - 3 kts, in still conditions but cannot cope with tidal streams. Despite the purchases, sheets take some hardening in, particularly the jib and mizzen staysail. Some smart work is necessary when going about in a puff. On the other hand all these sails make for easy balancing of the ship, and the tiller can be very light on occasion. It is possible to trim the cat to sail hands-off for long periods, and the good directional stability is particularly noticeable when running down wind. Lesser craft, particularly those with bilge keels or the currently fashionable minifin, seem to be constantly on the verge of broaching in such conditions with their helmsmen sawing away at their tillers. My impression of Tawhiri so far is that we have what is primarily an ocean cruiser, more at home at sea than in confined waters, or day cruises. At present I am building a dinghy small enough to travel on deck, hoping to finish the trysail soon, and daydreaming over charts of Norway and the Baltic. We look forward to the summer and to foreign ports.

Paul Garnham, Dundee.

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POLYNESIAN CATAMARANS IN THEIR INSPIRATIONAL HOME WATERS

I have only just received the plans for a HINA, and haven't had very much time to study them. I expect that building won't start for several months, as spare time is at a premium for me (at present I am a full-time 4th year B.Com. student at Auckland University).

In Auckland there do not appear to be many Polynesian Catamarans, even though the conditions here should be ideal for them (the Hauraki Gulf is reputed to be one of the finest cruising grounds in the world!) To my knowledge there are about three TANE's and one ORO afloat in Auckland. I don't know of any HINA's.

I recently spoke to the owner of one of the TANE's, he has been afloat for two seasons and has cruised with his family over quite long distances, he seemed very impressed with the TANE's performance. I think that it was talking to him that convinced me that I was capable, and could afford to build a HINA.

At the moment I think I will try a sloop rig, in my opinion the sprit rig would not be very efficient, although I would be interested to read of other owners experiences with either of the rigs.

When I progress a bit further with the building I will write and let you know how I get on.

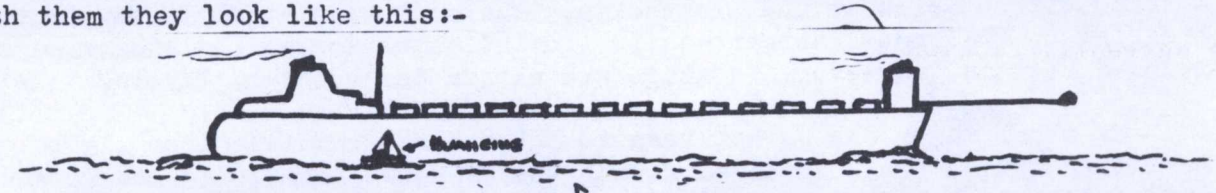
Neil Chalmers,
3 Speight Road,
Kohimarama, Auckland 5.
New Zealand

SAILING - THERE AND BACK

SAILING A HINA ON LAKE ONTARIO

I have sailed "HUAHEINE" a great deal locally, although the only long trip was across the lake (ONTARIO) to Port Dalhousie and back, a distance of thirty miles each way. This trip was in very light winds and no records were set. Her speed generally has surprised me; I expected that with her small sail area it would take a force 4 or more before she would outrun comparable monohulls, but even in the lightests winds she can hold her own. On a windy day she goes like a train.

Sailing into Port Dalhousie a spectator on the breakwater came up to me after I had docked and asked me if I had an inboard engine! I was passed on the way by a couple of great lakes bulk carriers; in case you are not familiar with them they look like this:-



They must be one of the few types of steamers fitted with a bowsprit. This is to provide the helmsman, situated high and forward, with a reference point ahead. Even so the task of manoeuvering into a lock with 1' clearance on each side and 700' of ship behind you must be quite formidable.

I have had Huaheine out in rough water with six aboard and she doesn't even notice the weight. I am confirmed in my idea to go ahead with a NARAI but it will be the end of summer 1972 at the earliest before I can make a start.

After reading John Leach's article in the July 1971 Sailorman, I should be interested in hearing ideas on the best way to run the anchor cable, with a yoke from each bow, and if so, how long a yoke, or from the forward beams, or what have you?

Roland Gibson Huebsch
74 Howland Avenue,
Toronto 4
Ontario, CANADA

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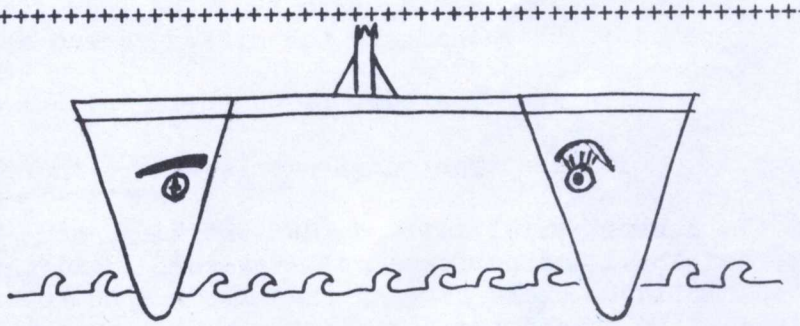
" We can't go on meeting like this"



FOOTNOTE

John Hall writes from Apartado 191, Arrecife, Lanzarote, Canary Islands, to say, that "If any of our members are lucky enough to be sailing south at any time, don't hesitate to give them my address, as a warm welcome awaits any "polycats" arriving in Arrecife harbour....."

SAILING - THERE AND BACK contd

A SOUTH COAST TANE

My TANE which I acquired at Xmas, is called LAA MAO MAO - God of Fair Winds so I have no intention of changing her name and risking head winds for the rest of her days.

She is fibreglass sheathed over both hulls which means a bone dry boat internally even on a mud berth in mid-winter. However, the sheathing is vulnerable to hard objects, even shingle, which gave rise to my first modification - of nine feet long rubbing strakes along the bottom of both hulls. These are made of double strips of old copper lightning conductor on top of a half-inch thick hardwood plank, some 2 inches wide. I fitted U-shaped stainless steel guards on the bottom of both after skegs and she can now be beached on almost any surface without risk to the glass skin. I also suspect that leeway is reduced by breaking up the smooth athwart-ships flow of water across the otherwise smooth rounded bottoms. However, $\frac{3}{4}$" skegs are within the boundary layers.

My other major change has been to alter her Bermudian Sloop rig to Bermudian Ketch. This involved moving the mainmast some 10 inches forward, shortening the boom and the foot of the mainsail 8 inches and stepping an old Fairey Albacore mast on a support fitted to the aft main cross beam and 9 inches abaft it. The mizzen mast is supported by four shrouds and a triatic stay. The 82 sq ft, mizzen is double sheeted to the tops of both rudders.

Advantages are seen to be as follows:-

A. The sail plan is far more flexible and total sail area can be much increased in light weather. A mizzen staysail can be carried on a reach and a second spinnaker with the true wind well abaft the beam.

B. In congested harbours the boat is well balanced with jib and mizzen only, while speed is reduced.

C. Hauling the mizzen to windward as the helm is put over is as effective an aid to going about as backing the jib.

D. Self-steering characteristics are improved.

E. The boat is more manoeuvrable, particularly as regards coming into the wind when picking up a mooring in a narrow channel; the mizzen acting as a weathercock.

F. The mast is supported by two cross beams instead of one.

G. The genoa overlaps more thereby improving the "slot".

A first trial sail on 18th February, more than realised all my hopes as to her speed and performance. However, I had ignored a little bird who said "change those brass rigging shackles". An hour after HW springs, two miles to leeward of Chichester bar shortly before sunset and the mainmast came down in two very separate pieces around our ears. At 2 am my son and I arrived in Emsworth under mizzen and a small jib supported on half a mainmast. Fortunately for my pocket, SPARLIGHT LTD, had a fine thirty foot stronger section in their Spring Sale, and I now have a metal boom plus spare, as a bonus from the old mast.

Slipping my TANE at the Emsworth Sailing Club posed the problem of a

A SOUTH COAST TANE contd

slipway two feet narrower than the boat. The solution was a rough and ready cradle some 12 feet long, five feet wide and four and half feet high. This was weighted down, floated under the cross beams and lashed in place. The boat was then hauled up on wooden rollers with one hull hanging out over the edge of the slipway.

A week after Easter my son and I set sail for the Channel Islands, after tea, with a gentle breeze, a rising barometer and a gale warning. Clawing down the reefs at one o'clock the next morning we were glad to seek refuge in Cherbourg for the next two days, albeit without ship's papers, passports or francs. However, by hoisting a flag signal from the medical-section of the International code meaning "Tongue is dry" we stood no risk of dying of thirst.

The return trip was made a good deal more comfortable by leading tiller lines into the after end of the windward hull and sitting there in warmth and shelter with ones eyes just over the top of the cabin roof. Since then LAA MAO MAO has covered some 1500 miles in the central channel area. The fatest long run was Emsworth to Beaulieu River in 2 hours 20 minutes at an average speed of 10 knots. Perhaps the most memorable was a rendezvous with the Royal Yacht Britannia, off the Nab Tower on the Queen's return from France on 20th May. My "welcome home" signals were most graciously acknowledged as LAA MAO MAO, with every stitch of blue and white canvas up, cut close astern of BRITANNIA.

I have read a number of articles about auxiliary power for POLYCATS. My TANE has one 10 and one 1½ h.p. outboards. So far I have had no reason to even embark the larger but plan to use it up the Seine to Paris with the kind Monsieur Pierre Bonvillain in August. The 1½ h.p. Johnson drives my TANE at about 3-4 knots in a flat calm. It has been invaluable in zero wind conditions and when tacking out amongst very crowded moorings with a foul tide. Furthermore, it fits into one of the after stowages and also powers the rubber dinghy. a 20lb CQR anchore with 10 fathoms of chain and 10 fathoms of nylon has given no anchorage problems. The main weight is taken in front of the mast with a steadying bridle to the stern.

LAA MAO MAO is the first catamaran that I have sailed in some thirty years of monohull racing and crusing. My impressions todate are almost wholly favourable. In particular, her speed, stability, deckspace and very shallow draft are all splendid. She does not point quite as high as I had hoped, particularly in a short steep sea. One reason of course is that her high speed brings the apparent wind much further ahead than one realises at first. I soon learnt to "power sail" rather than pinch and to hug windward shores whenever possible. Sail must be reduced rather quicker than in a monohull, especially with the apparent wind forard of the beam.

I prefer to keep weight in the bows and sterns rather than amidships and let the flares throw the wave tops aside rather than pitch and slam. Top speed has not yet been assessed but one broad reach with full sail in a force 6 wind is something I am unlikely to forget. Both hulls planed in spite of having five people onboardand none of us had ever sailed anything like so fast before. In the open sea it would have been dangerously fast.

Finally, a few ideas that I have found useful. On the domestic front I keep a five gallon plastic water container in the starboard forard stowage with a syphon gravity feed into the after end of the galley. A tent over the boom is a must. It should be wide enough to extend over both hulls and their hatches and some rubber sheeting on the slat deck when in harbour does much to

A SOUTH COAST TANE contd

add to general comfort besides the safety of small objects. A few slats on the lower stringers in the port hull makes a third full length bunk. A great boon to sailing especially single-handed, has been a centre-line sheet winch on the third main cross member. The forard hatches need very positive securing arrangements. I had one blow off in a steep sea, possibly caused by air pressure when hitting a wave and compressing the bow sections. I was lucky not to lose it. Strongbacks under the hatch coamings with brass bolts and butterfly nuts through the tops of the covers are an effective solution. Now that TANEs' have a Portsmouth Yardstick (of 85), I hope to get some racing this season. So long as there isn't too much hard windward work in narrow channels I would rate her chances fairly high, especially reaching under mizzen staysail and flying jib on a temporary bowsprit.

Any member building a TANE is welcome to join me for a day in LAA MAO MAO by telephoning Emsworth 3440.

Cmdr. J.W.F. Briggs, R.N.

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Postscript

Your Editor and Treasurer were beating towards Chichester Harbour in a N.E. Force 5 on Friday 14th September, in our Yachting Monthly 3-ton gaff-rigged designed monohull - we have not got round to building a multi-hull yet. It was late afternoon with brilliant clarity, the tide had turned against us and we realised we would not be able to make it through the Chichester entrance. We, therefore, decided to make for Langstone Harbour, three miles to lee-ward. Broad reaching for the Langstone Buoy at a cracking pace, we noticed a bermudian ketch close in shore making for the Chichester entrance, it was travelling very fast and I estimated it to be a 40 footer. I turned to Joan and said "Somebody's going to make it. They must have their engine going full blast". Shortly after this we saw it had turned and was making for Langstone. We were then much nearer shore and could see that it was very close inshore indeed. At the state of tide then running we reckoned it must be a centre-boarder to be able to get so close inside the combers which were breaking on the East Winner sand banks near the Langstone entrance. We could not make up against the ebb coming out of the narrow entrance and were forced to anchor close into the windward shore just north of Gunner Point. After we had sorted ourselves out we noticed that the ketch had anchored west of Eastney Point. I then saw that our 40' monohull was in fact a 27'.6 TANE.

When we arrived home the next day we found the above article by Cmdr.Briggs waiting on our doormat. We can, therefore, confirm how well LAA MAO MAO performed to windward and close inshore. It was most impressive and made us very envious, especially after an exceedingly noisey night moored in the Langstone entrance. With a TANE we would have been able to make the quiet of our mooring at Dell Quay.

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FOOTNOTE

WANTED Position as Crew Member
Bruce Brewer,
81, Shakespeare Crt,
Leeds.

On any vessel going on long voyage !

THE CRUISE OF THE OTAHA or as I prefer it, SLOW TRAIN TO SIBERIA
by Graham Cox

Where does one start, and for that matter where does one end?. I think it was back in the sixties when, as a teenage boy with an awakening interest in boats I read of a young Englishman who built a boat in a hayloft and sailed it across the Atlantic. I remember thinking that if he could do that with £200 then there was hope for me. And then later the discovery that he was selling plans and the boats were still cheap to build. I started building my TANE when I was 18, in September 1970, but being in the Army doing National Service at the time, progress was very slow until June 1971 when I came out. Then started a period I can only describe as boat madness. For six months nothing else existed except the boat. If it progressed I was incredibly happy, if it lagged I was deeply depressed. Often there were 18-20 hour stints. I would set a job for the day and then go at it until it was finished, and then on December 17th came that incredible day when I had only dreamed, not dared to hope for, when she changed from an object in a field to a living thing of infinite grace and beauty.

In the meantime, I found a girl friend who had worked as hard as I had in the last few months with even greater sacrifice. We were incredibly happy together, the three of us. Pat was the first aboard, I was in such a daze I didn't even know she was afloat, I just stood there mesmerised. Somebody helped me up and then unbelievingly, I felt her move beneath my feet. That moment will, I think, remain one of the most poignant in my life.

As an Omen that afternoon we were paid a visit by the Port Captain, (he never came aboard, only stood on the dock) who criticized her, mistaking it for another Tane, very badly built, which he had refused permission to launch. I had launched without permission which was unforgivable. Also I never christened her.

We rigged her, feeling just a little sour, but the first sail swept away all bitter feelings, as she leapt away, this thing, this creation of ours from wood, glue and planks. It was difficult to comprehend how such inaminate objects could become a living being. We were very happy sailing around the harbour for the next few weeks. I quietly prepared her for the great task. Sailing out of Durban for Cape Town. First I hoped for some trials but the wheels were starting to turn. My parents asked the Port Captain how safe he thought she would be and he said suicidal. Meanwhile I had married so was legally free. He didn't forget their concern though and used it as a lever all the time. I was refused trials, not by official no, but by constant evasion. Time grew late and the best days for rounding the Cape were slipping by. The dream was souring too, with the constant psycological warfare that was raging between the Point Yacht Club members and myself. twenty four hours a day they hunted me and lashed out whenever I let my guard down. Retaliation weakened. I resolved to sail without trials. So much time had been wasted that I still had work to do and the days became grim struggles. I resented everybody and lived for one day; the day I sailed out of Durban. Even if they were right and we perished it did not matter, I would live so intensely for those last hours.

In a final encounter the Port Captain informed me that he would do everything he could to stop us going. We would have to force him to give us a clearance. Something happened then, I don't really know, perhaps like Jim in the early days of Tangaroa I was shaken by their comments, or perhaps I saw the futility of it, but I conceded and gave up. The ultimate test would have been to sail out without a clearance and see what happened. But it was spoint anyway, the reality was very far from the dream, so far in fact we were not contending with the same objectives at all.

contd. THE CRUISE OF THE OTAHA or as I prefer it, SLOW TRAIN TO SIBERIA
by Graham Cox

I could never have believed the scandal we were going to cause if I had been told previously. Even good friends turned away and would not speak to us. It was not done to be seen with us, everybody was laughing or bitterly opposed to what we were trying to do. They campaigned to stop us and they succeeded. Even so the persecution continued when I put her on the market. Certain people, including the Assistant to the Port Captain, discouraged anyone who showed interest. They were not even going to allow me to retire gracefully but were moving in for the kill.

Eventually, she was sold at a ridiculous price to two Englishmen who had long admired her. I cannot blame them for bidding so low for there was precious little they could do with her.

But there are a few things they couldn't take away from us. She was the first Wharram Cat launched and sailed in South Africa. Many people have sailed her around the bay and all have been very impressed. And now there are other POLYCATS building, and they will benefit from our hardships, be prepared for and overcome the downfalls.

And still OTAHA bobs to her mooring with a mocking courtesy in front of the yacht club, and even though she is rather neglected at the moment due to circumstance, the materials I put into her will ensure that she'll still be bobbing there for a long long time and giving people fun sailing around the harbour.

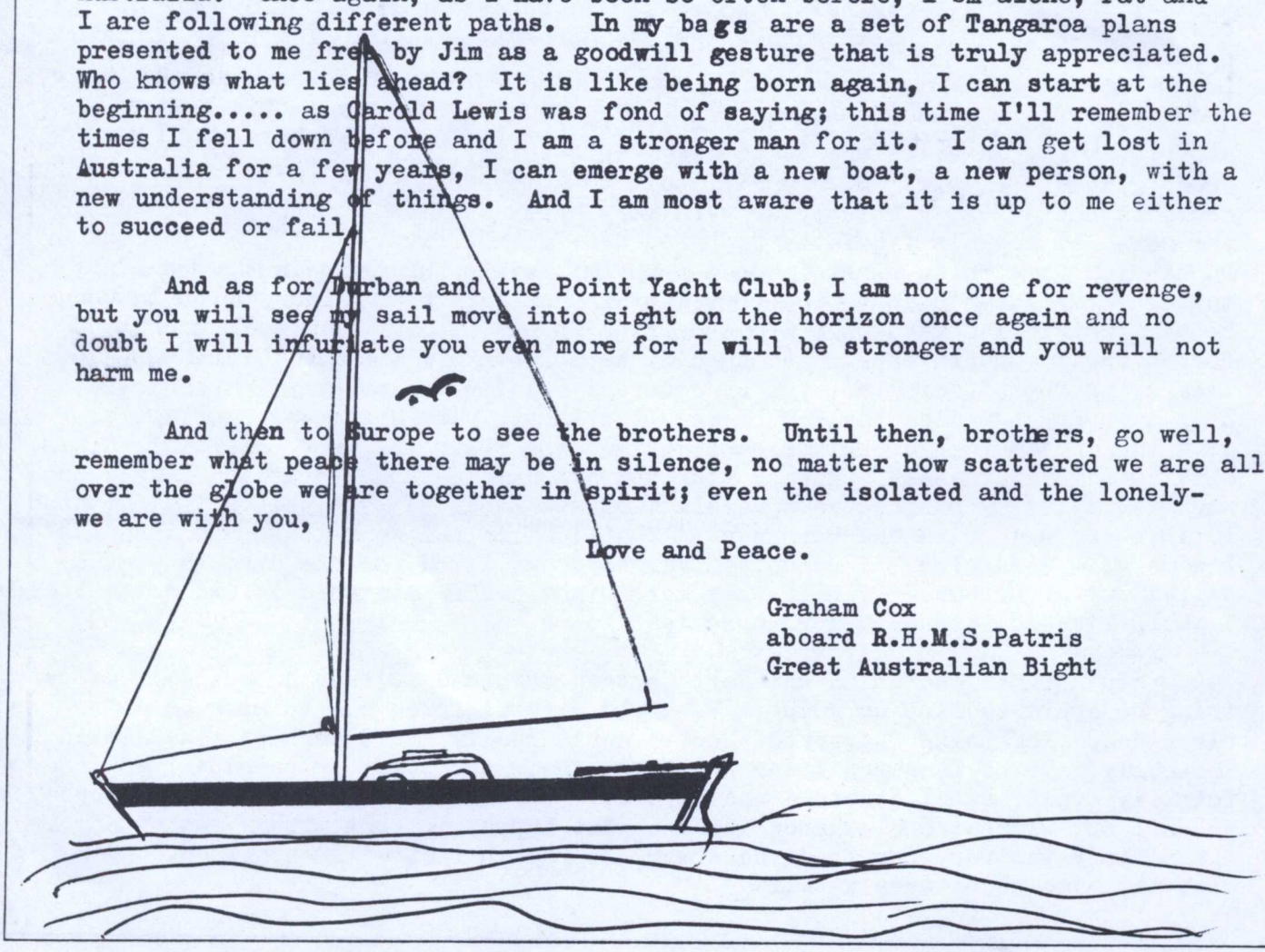
And now I sit writing this aboard an old Greek ship, one day out of Australia. Once again, as I have been so often before, I sm alone, Pat and I are following different paths. In my bags are a set of Tangaroa plans presented to me free by Jim as a goodwill gesture that is truly appreciated. Who knows what lies ahead? It is like being born again, I can start at the beginning..... as Carold Lewis was fond of saying; this time I'll remember the times I fell down before and I am a stronger man for it. I can get lost in Australia for a few yeans, I can emerge with a new boat, a new person, with a new understanding of things. And I am most aware that it is up to me either to succeed or fail.

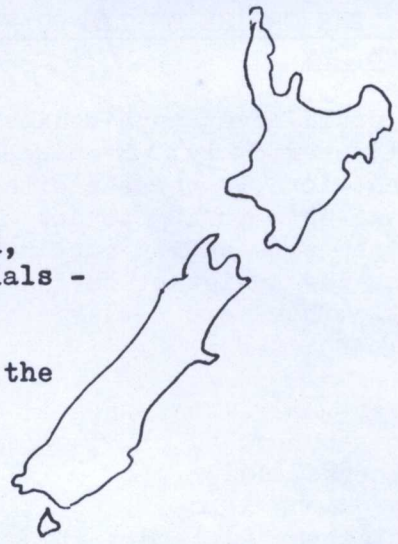
And as for Durban and the Point Yacht Club; I am not one for revenge, but you will see my sail move into sight on the horizon once again and no doubt I will infuriate you even more for I will be stronger and you will not harm me.

And then to Europe to see the brothers. Until then, brothers, go well, remember what peace there may be in silence, no matter how scattered we are all over the globe we are together in spirit; even the isolated and the lonely- we are with you,

Love and Peace.

Graham Cox
aboard R.H.M.S.Patris
Great Australian Bight





NEWS FROM NEW ZEALAND

In 1970 I built a Hina, bermudian rigged, and costing $1000 (N.Z.) with the best materials - Kauri No. 1. Marine Ply, Dynel sheathing, stainless steel rigging and a luff-spar for reefing the jib. This device, which enables the sail to be rolled in and out like a blind, consists of an aluminium extrusion enclosing the forestay and swivelling on a stainless steel washer. Terylene cord wound round a drum at the base of the spar controls the extent of the reef. I chose this system as I could foresee difficulties in changing jibs in a bouncy sea while balancing between bow-post and bridle. The main also has thru-mast roller reefing.

I am delighted with the boat's performance. Her main benefits lie in her speed, her freedom from roll, and that tremendous drive off the wind in a breeze (like a train on tracks). Worst seas so far have been a 10' chop, steep and breaking - with a 35 knot (measured) wind. Well reefed she moved well to windward, but wouldn't tack (usually she goes around easily under backed foresail). Running before these seas was a pleasure. Incidentally, the coast around this area (Northern part of South Island, New Zealand) is ideal for sailing - steady breezes, golden sand, water-edge bush and warm weather in the summer.

Spurred on by the success of my Hina (TAKITIMA), I started work on an Ariki last September and am now planking the hulls (in ½" Solomon Island Maple). I hope to be finished by Christmas 1973, but am in no hurry - this boat will have to last a long time. Kauri pine is hard to obtain down here and I am using Kahikateo, or white pine, very easily worked and knot free. I plan on sheathing the hull with a good grade Japanese 6 oz, cloth (two coats to waterline) the new ketch rig looks good and will almost certainly be my choice.

As far as I'm concerned, the secret of good building is in the type of tools you use and the condition they're kept in. I'm very lucky to be renting a 60' x 25' shed with electricity for $2 a month, and can keep tools rust free and in good shape. I am also lucky to have access to power tools and these make a tremendous difference.

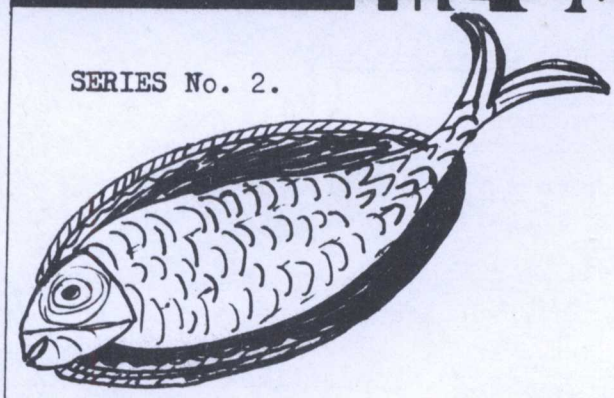
I'd love to hear from any other Ariki owners or builders,

Yours sincerely,

Ted Berry

Flat 1,
Talbot Street,
Moteueka
NEW ZEALAND

SERIES No. 2.



Who needs food?

Joan Lewis.

Fish Mouli

1 lb fish (Haddock)
2 medium onions sliced
2 dessertspoons full turmeric
1 tablespoon vinegar,
1 tablespoon flour
4 tablespoons desiccated coconut
(or fresh grated coconut)
2 fresh green chillies whole.
1 oz fresh ginger cut into small rounds
1 tablespoon water, 2 tablespoons ghee
salt and pepper.

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Brown onions in ghee (butter)
Add turmeric, salt and pepper and simmer for 5 minutes. Add vinegar. Stir in flour and simmer 5 minutes. Bone fish, Place the bones and skin in little water, add coconut and cook until soft. Strain. Add to turmeric mixture and then place fish in pan cook until fish is tender add pieces of ginger and whole chillies
Serve with boiled rice, pieces of fresh lemon and little grated coconut.

Vegetable Samosa

1 lb potatoes chopped small
1 onion chopped fine.
2 tablespoons mixed vegetables
1 lb flour
1 carton of yogourt
1 level teaspoonfull each
of powdered coriander
" cinnamon, jhira
" allspice,
pinch of cayenne pepper
" salt, 2 beads garlic.
vegetable oil for frying.

++++++++++++++++++++++++++++++++

Fry onion and garlic for 10 mins. Add potato and mixed vegs, all spices and cook 10 mins. Leave to cool. Sift flour, rub in 2oz butter, 1 teaspoon baking powder, mix in yogourt to make a dough. Roll out thinly and cut into rounds (about 3" across) Place a little of the vegetable mixture in centre of each round. Moisten edges with water fold over on three sides to form a triangle. Fry in oil until golden brown.

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MONEY

1973 Subscription and how to pay

Please make out cheques to POLYNESIAN CATAMARAN ASSOCIATION
Overseas members send sterling cheques if possible or International Postal Orders. Not forgetting allowance for postage if you require Air Mail. Cost of postage is diabolical, between 24p and 30p each time.

Sincere thanks to members for paying up so promptly in 1972 and hope you can make it a repeat performance for 1973

When sending your subs. would you up-date us on building progress, design and if afloat where moored.

A Summer of Sea Urchins, Salmon and Sea-anglers

Peter Louet-Feisser has been a regular correspondent to both the Polynesian Catamaran Association and Jim Wharram. He seemed to have led an interesting life so we asked him to let us have a few details. He has kindly done so. For those who are seeking a living afloat, Peter's way may appeal.

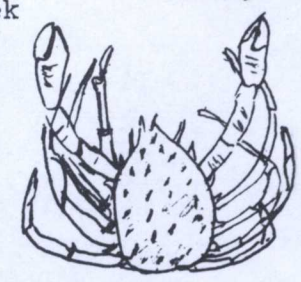
About four years ago Peter sailed into Carlingford Lough, in a 25ft Piver trimaran. Carlingford Lough is on the east coast of Ireland and runs in an SE - NE direction. The northern shore is in County Down, Northern Ireland, whilst the southern shore is in the Irish Republic. The political and economic factors resulting from its geographical position has a considerable bearing on life as it is lived in Lough. Peter liked the place to such an extent that he decided to stay. His problem was finding a job. The only choice was teaching a vocation he did not like. To get out of teaching he set up his name-plate as a boat builder. On one particular day teaching got too much for him and he walked out. He had received no orders for boats and had to resort to gathering winkles. This was during a January, not the best of times to be out on the beach. Luckily the local fisherman (who was also reputed to be engaged in smuggling) needed a hand. Peter's earnings varied from £3 to £15 a week. He and his wife, and soon two children, lived on £5 a week.

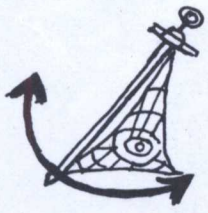
The Fisherman came to a mysterious end. Peter then built himself a bermudian rigged TANE and managed to stay alive on money borrowed and "Extracted" During this time of famine his wife had to go out to work to make ends meet. This has been his first full summer making his living fishing with his TANE - it is fitted with a 20hp Mercury outboard engine. He has paid his way and had a very pleasant summer into the bargain. Things have worked out very nicely now. His wife still works three days a week, whilst Peter keeps the "fort". His day consists of an early rise to tend his salmon nets, then back home to prepare and despatch sea-urchins. He has to return to his nets again late in the evening. When things are slack he either fishes on the Lough or takes out parties of anglers. The anglers are a boon for whilst they are fishing Peter makes or mends gear and cleans sea-urchins. In addition he can take the opportunity to try new fishing grounds. The money, therefore helps out whilst he is learning and experimenting.

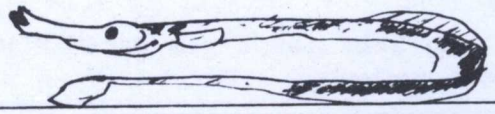
This short account does not reveal the hard work which fishing entails nor the hardships to be endured, all for a small financial return All aspiring "escapers" are strongly advised to read "The Lure of the Sea" by D.H. Clarke, published by Adlard Coles Ltd, in 1970 price £1.80. This is a down to earth assessment of the difficulties and costs of "getting away from it all". It is unlikely to discourage the committed "escapers" but will turn their thoughts along more practical lines.

Peter can supply Sea-Urchins 100 for £6 - sample 20p.

also offers semi self-contained flat £10. per week
Mountains, sea, ruins, sailing in a fishing TANE.
contact Peter Louet, Carlingford, Eire.







CREWS AND BOATS - Let Peter Davey know if you are available for crewing or are in need of a crew - Telephone numbers please!

ANNUAL GENERAL MEETING AND GET TOGETHER

We meet at the Richmond Community Centre, Richmond Surrey. Room available from 2.30pm - meet old friends and new friends, refreshments provided. A.G.M. will be 7pm.

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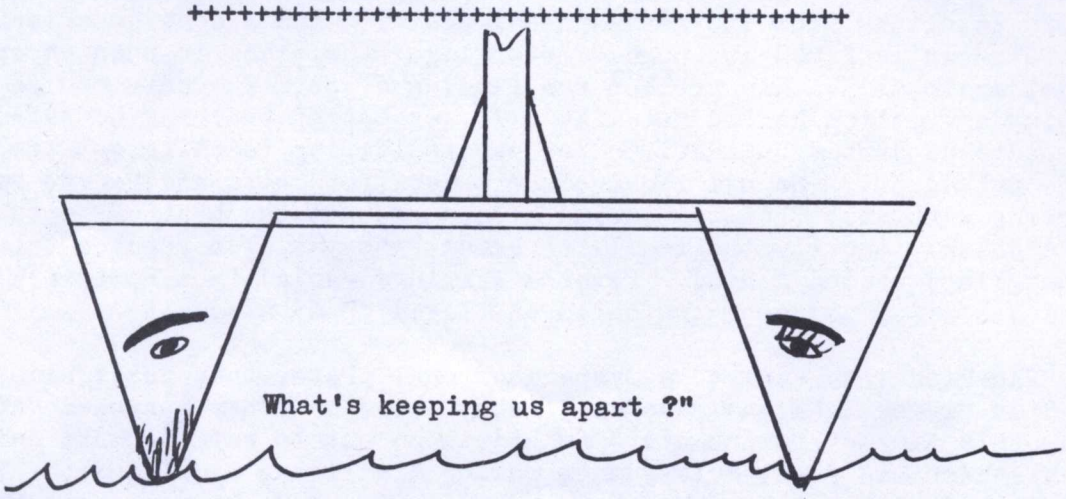

STOP PRESS

Leslie Fryer, 11 Bradford St, Cardiff writes to say a visit to the Forestry Commission Headquarters at Wentwood Forest, Penhow, Newport Mon. was well worthwhile. He bought 2 spruce masts and 2 spruce booms - total cost £8. His transport costs was £12. The Forestry Commission sell in small quantities but are eager to sell bulk orders. Polycat builders might be able to get organised here!

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Jannik Cortsen, wife and daughter set off on their trip and after some adventures arrived at Dover in August 1972. Sadly, his daughter had an accident and broke her leg and received treatment in England. The last we heard Jannik was thinking of returning to Denmark. We hope things have worked out for you Jannik.

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WANTED - NO REWARD - Articles from Messrs Bob Smart, and Gerry Greenhalgh.

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It is much appreciated when we receive notification of change of address of members, as our crystal ball is not too clear.